

**STAFF MEETING MINUTES  
LANCASTER COUNTY BOARD OF COMMISSIONERS  
COUNTY-CITY BUILDING  
ROOM 113  
TUESDAY, MARCH 27, 2001  
9:30 AM**

Commissioners Present: Kathy Campbell, Chair  
Bob Workman, Vice Chair  
Bernie Heier  
Larry Hudkins (Arrived Late)

Commissioners Absent: Linda Steinman

Others Present: Kerry Eagan, Chief Administrative Officer  
Dave Kroeker, Budget & Fiscal Director  
Don Thomas, County Engineer  
Larry Worrell, County Surveyor  
Bruce Medcalf, County Clerk  
Gwen Thorpe, Deputy County Clerk  
Melissa Koci, County Clerk's Office

**AGENDA ITEM**

**1 APPROVAL OF STAFF MEETING MINUTES OF THURSDAY, MARCH 22, 2001**

This item was deferred until Thursday, March 29, 2001.

**2 ADDITIONS TO THE AGENDA**

None were stated.

**3 REVIEW OF COUNTY ROAD PROJECTS - Don Thomas, County Engineer**

Campbell said today's meeting is an extension of reports that were heard during the Mid-Year Budget Retreat. She asked the County Attorney to explain the reason for the late notice on the meeting.

Dave Johnson, Deputy County Attorney, appeared and said due to the fact that there wasn't proper notice of the staff meeting, the County Board is just receiving information and is not forming policy or taking action at this meeting.

Campbell mentioned that Commissioner Steinman will be absent due to attending a funeral and Commissioner Hudkins will be late.

Don Thomas, County Engineer, appeared and said a decision needs to be made by the County Board regarding NW 70<sup>th</sup> and Superior Street, which is the dirt road that involves Rich Wiese and the University of Nebraska.

Thomas reported that Wildrose Lane at Kawasaki will not be a part of the Kawasaki improvements.

Thomas said the Firth Viaduct is a go and he will be budgeting next year to acquire the right-of-way. He said they have in their budget the money to acquire the right-of-way for the realignment of South 82<sup>nd</sup> Street, which meets up with Nemaha Street.

Thomas met with Lincoln Electric System and said that Dan Pudenz has replaced Jim Miller as Head of Engineering. Thomas met with Pudenz regarding the new proposed north substation and they spent 1½ hours discussing the substation, alignments and how it would effect the roads. Thomas said his office would probably enter into an agreement with LES, who would handle the right-of-way acquisition. The County would acquire 60 feet of right-of-way on the south side of McKelvie Road from NW 12<sup>th</sup> to North 14<sup>th</sup> Street where the line is running and then along the west side of 14<sup>th</sup> Street coming back to the substation.

Workman asked if LES anticipated any condemnation.

Thomas said yes.

Thomas said Arbor Road was paved a short way off Hwy 77 to the west and he is looking at paving the balance next year to 40<sup>th</sup> Street, which is 3/4 of a mile. He said they would like to delay the piece between 40<sup>th</sup> and 27<sup>th</sup> because the State Department of Roads is looking at expanding the Interstate to 6 lanes between Lincoln and Omaha over an extensive period of time. He said a great deal of work will begin in the area of 27<sup>th</sup> Street and Arbor Road, which will be a major change since the railroad overpass on the Interstate one-half mile east of 27<sup>th</sup> Street has been abandoned. They will get rid of the railroad bridge and the Interstate will go under Arbor Road.

Campbell asked if there is a lot of traffic between 27<sup>th</sup> and 40<sup>th</sup> Street.

Thomas said it depends on the day. He said Arbor Road is subject to infrequent travel that sometimes can be very heavy and the traffic count is in the high 300's.

Workman asked about the one constituent that had problems with dust and wondered if they would be on the paved section.

Thomas agreed that there is a dust problem and said that some of the problem is landfill traffic. When something is done to the Interstate, Arbor Road becomes a detour. He said Arbor Road has also been tested by the Health Department as part of their dust testing.

Thomas reported they are going out for bids either this week or next week on all asphalt paving work, which includes the Havelock Avenue paving for the Event Center. He said he is still planning on proceeding with the bid work, which might require a transfer of funds into the Engineer's budget to cover the costs.

Kroeker said \$65,000 is in the Ag Society's budget, who have indicated they need the money worse than the County. He said \$15,000 has come from other sources and \$65,000 should come from the Ag Society.

Thomas distributed a *Memorandum of Understanding* (Exhibit A) regarding Kawasaki which summarizes the road improvements and the parts the County and City play in the project. He said to date there is nothing in writing by the County, City or Kawasaki with regard to the improvements and they are ready to go out for bids next week on the ramps. Thomas said in the third paragraph regarding financial obligations, he may have misunderstood how the \$400,000 needs to be spent and his main concern is how the ramp will be financed.

Campbell said she is under the impression that if there are any funds remaining, because the bid came in lower than anticipated, the Economic Development funds would apply to the costs that Kawasaki would pay and not the City. She said when they sit down and visit with Kawasaki and the City that it be clear how any unused funds apply.

Johnson asked if Kawasaki or the City has seen the Memorandum.

Thomas said the City has seen the Memorandum of Understanding and they agree with it, but one answer may be to make the third paragraph a little more vague.

Campbell asked if the County Board should visit with Kawasaki. She noted again that whenever Economic Development money has been given in the past, the company has been the recipient of the money. She said the \$400,000 is there for the County Engineer to build the ramps, and if there is money left over, it should go to Kawasaki.

Johnson asked if all parties were going to sign off on the memorandum.

Thomas said yes.

Heier asked if Kawasaki has paid any money towards the roads.

Thomas said the City has had three negotiation meetings with Kawasaki on the improvements to NW 27<sup>th</sup> Street and Fletcher Avenue, sewer and water, and there have not been any conclusions. He said Kawasaki has some concerns with the design that the City is choosing.

Campbell said she sat in on one meeting and it seemed that all three entities had a part to play in the project. She said Kawasaki would have to put some money into the total project, especially since the County does not deal with sewer and water.

Thomas said the County needs to meet with the City regarding Kawasaki.

Campbell asked if Commissioner Hudkins had spoken with anyone from Kawasaki lately.

Thomas said no.

Kroeker asked if Troy Gagner, Economic Development, had been involved in the meetings.

Johnson said Troy was involved in the meeting that he attended.

Thomas said he will discuss the Canongate paving at the next meeting so that all Commissioners can be involved. He said Canongate is the road that was intended to be paved this summer but will not be paved because of drainage issues.

Workman commented about an article in the Waverly News written by the Waverly Mayor which said that paving will continue from Canongate Street to Waverly Road this summer.

Thomas said Waverly was supposed to do the drainage work in the summer of 2000, before the paving would be laid in 2001, but on February 28, 2001 he received a letter from the City of Waverly saying they chose to do something different.

Workman asked if Waverly had indicated in 1999 that they would take care of the drainage.

Thomas said yes.

The County Board agreed to have a special meeting on Tuesday, April 3, 2001 at 9:30 a.m. to discuss NW 70<sup>th</sup> and Superior, Agricultural Society's paving and Kawasaki. The Board also agreed to discuss Canongate Street paving on April 5, 2001 at 11:30 a.m. on the County Board staff agenda.

Workman voiced some concerns a citizen had regarding Bluff Road between 56<sup>th</sup> and 70<sup>th</sup> Street. He said their concern is that when 70<sup>th</sup> Street is paved, Bluff Road is going to be a major road for the garbage haulers and they would like to see Bluff Road paved when 70<sup>th</sup> gets paved.

Thomas indicated that Bluff Road already is a major road for garbage trucks, with the traffic counts around 260 a day, 160 being garbage trucks.

Campbell asked how much of Bluff Road is paved.

Thomas said 1000' feet is paved. He said that the City has agreed to pay ½ of the costs of the paving from the Interstate to Bluff Road on 70<sup>th</sup> Street.

Workman asked about 162<sup>nd</sup> Street.

Thomas said they will budget for the engineering this year for the piece between Salt Creek and Davey Road. In 2003, they would be acquiring the right-of-way on the first piece from Hwy 6 to the Salt Creek bridge.

Campbell asked if "Engineering" is what tells you how much right-of-way you need to buy.

Thomas said yes. He said the more right-of-way they can purchase, the more roads they can build.

Hudkins entered the meeting.

The County Board discussed Ken Sherwood's involvement in the County Engineering projects regarding rights-of-way, negotiations and his dealings with clients.

Campbell asked if the County Engineer has sufficient money in his budget for the total projects.

Thomas said the big project that is still out is paving, but he won't know the cost for 3 to 4 weeks. He said the grading work came in \$80,000 below the estimate so they are planning on paying a contractor \$80,000 for guardrail work on Branched Oak Dam. He said the contractor called and asked if he could begin the work in the spring because he was out of work now, so they fronted the cost which will be reimbursed the next budget year from the Department of Roads.

Hudkins asked if the County Engineer could use more money for roads.

Thomas said the key right now is right-of-way. He said they have built everything that Lancaster County owns. He suggested they keep using the outside firm to help supplement jobs and acquire rights-of-way.

Kroeker asked about Garner Industries.

Campbell said Garner Industries has started work and have barricaded the road. She said no one had any idea that Garner Industries did not sign the original contract, and to this date the contract still has not been executed.

Workman recollected that the original bid was between \$80,000 to \$85,000 and they were going to split it 50/50 between the County and the City. He said the new bid came in at \$135,000 which the Mayor indicated to the County Board the additional cost would be \$18,000 for Garner Industries, \$18,000 for the City and \$18,000 for the County.

Campbell said the Garner Industries discussion needs to be added to the agenda for April 3<sup>rd</sup>, 2001.

Kroeker said with the results of the 2000 Census, Lancaster County is picking up some additional highway allocations.

Workman reported on the Waverly Road extension and said the landowners accepted the fact that the road will stay gravel.

Thomas said the County graded Waverly Road and there is a 100' ft. right-of-way which was done in 1976.

Workman reported on a meeting with the Mayor regarding the possibility of a motor sport facility proposed by a private citizen.

Thomas said that as a result of legislation making changes this year regarding spending money, he has looked at all of the smaller communities to see how Lancaster County is treating each one individually as far as snow removal. He said he will be coming back with some recommendations of what they are going to do with each of the communities. Thomas said the County has had private contracts with Davey, Raymond, Sprague and Hallam to do snow removal on their streets and they have paid the County a fee for the service, but his office would like to drop the service because they are getting more miles of paved roads which need attention.

Campbell asked if 98<sup>th</sup> Street is on the One and Six Year Road & Bridge Construction Program.

Thomas said yes.

Hudkins inquired about Kramer Road south and Hallam Road west.

Thomas said the counts have risen and some changes will be made.

Hudkins asked about the status of Denton Road west.

Thomas said they are acquiring right-of-way now with grading to be done in 2002 and part of it being paved in 2003.

Hudkins asked about the blacktop road (State spur) between West Van Dorn Street and Denton Road.

Thomas said they did traffic counts on the road and the first mile has been in the high 300's, low 400's, but then it drops off as you get further towards the county line. He said the road is graded all the way to the county line.

Hudkins asked about Raymond Road between 14<sup>th</sup> Street and Hwy 77.

Thomas said traffic counts are very low with counts at 200 to 250 a day.

Hudkins said some concerns were made regarding the placement of the stop signs at 27<sup>th</sup> Street stopping Raymond Road.

Thomas said because it is a 4-way intersection.

Hudkins thanked Thomas for lowering 14<sup>th</sup> Street at Raymond Road which turned out very nice and is an excellent improvement.

Hudkins also said the Garland Road from NW 112<sup>th</sup> has a lot of traffic for the first couple of miles going into Garland.

Thomas said he would provide Hudkins a history of the counts but he thought it was around 200 to 250.

Hudkins said that Seward County indicated when Lancaster County is ready to do some work in that area, they need to straighten out a railroad track just as you go into Garland.

Hudkins finally said that the ditches need to be cleaned out. Ditch cleaning has improved over the past few years, but still needs a little bit of work.

**ADJOURNMENT:**

At the direction of the Chair, the meeting was adjourned.

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Bruce Medcalf  
Lancaster County Clerk